

Issued: 25 July 2014

Timescale for the Introduction of the Part-FCL Competency-Based Instrument Rating and the Part-FCL En-Route Instrument Rating in the United Kingdom

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Not primarily affected
Flight Operations:	Not primarily affected
Licensed/Unlicensed Personnel:	All UK Licensed Pilots and Approved Training Organisations

1 Introduction

- 1.1 The UK CAA is not yet able to grant the Competency-Based Instrument Ratings (CBIR) and En-route Instrument Ratings (EIR) that have been introduced into Part-FCL by the recent amendment to the Aircrew Regulation. This Information Notice explains the situation and sets out the timescales for the implementation of these new ratings in the UK.

2 Implementation of the New Instrument Ratings

- 2.1 Before the CAA and the other European Aviation Safety Agency (EASA) Member States can begin to issue CBIRs and EIRs, several issues need to be resolved, including:
- i) Part-FCL requires that applicants (who do not hold a current Instrument Rating (IR) issued by a non-EASA State) must pass the CBIR theoretical knowledge examinations. These are different and reduced in scope compared with the standard IR examinations, and are applicable to both the CBIR and the EIR. EASA will not be releasing the information required by national authorities to provide these examinations until September 2014. Therefore, we will not be able to grant any ratings to pilots who need to pass these examinations until that time.
 - ii) We have to make changes to our software to be able to add the new ratings and the associated "Remarks" to the licences, and we are developing new/modified application forms and examiner report forms for these qualifications.

3 Implementation Timescale

- 3.1 We are aiming to be able to accept applications for CBIRs by conversion of an International Civil Aviation Organization (ICAO) IR (from pilots who hold current IRs issued by a non-EASA State) as from 1 August 2014 and to accept applications from pilots who comply with the requirements for an initial CBIR (as they do not hold a third country IR) as from 1 September 2014. We expect to be able to accept applications for EIRs as from 1 October 2014.
- 3.2 Further information regarding these ratings and the means of compliance with the applicable requirements will be published in due course.

4 Queries

- 4.1 Any queries or requests for further guidance as a result of this communication should be addressed to:

Licensing
Shared Services Hub
Civil Aviation Authority
GE, Aviation House
Gatwick Airport
RH6 0YR

Or E-mail FCLWEB@caa.co.uk

5 Cancellation

- 5.1 This Information Notice will remain in force until 1 October 2014, unless superseded or withdrawn.